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OF EXCELLENT QUALITY.
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Hongkong Daily Press.

ESTABLISHED 1857.

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DRY GINS
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No. 14,719 號及十百七千四萬一第 日十初月五年壹十三緒光 HONGKONG, MONDAY, JUNE 12th, 1905. 一拜禮 號二十月六年五零百九千一英港香 PRICE, \$3 PER MONTH.

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For the Bath, Toilet, Nursery and Household.

Promotes a healthy action of the skin, counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

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THE HONGKONG DISPENSARY.
[a1342]

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PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per bag 250 lbs. net ex Factory.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st March, 1905. [a1412]

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Caters for Ship and Engine Repairing.
The Works may be reached in 10 minutes from
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Launches will call alongside vessels in the
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Telephone 142.
Hongkong, 2nd January, 1905.

PERFECTION IN CHEESE.

EYSSENS CRUSTLESS DUTCH in

small tins.

DUTCH CREAM CHEESE in 1 kilo tins.

Of all dealers.

Hongkong, 27th May, 1905. [a1901]

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DENTISTRY

Dr. M. H. CHAUN.

37, DES VUEX ROAD CENTRAL, HONGKONG

From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. 61

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(HOTEL-SANITARIUM OF SOUTH

CHINA)

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HAS been re-opened under European

management and most strict supervision

as to food, cleanliness, and hygiene of the place.

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[a241] THE MANAGER.

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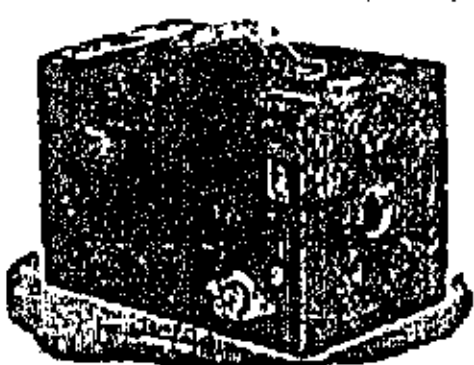
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Hongkong, 15th August, 1904. [a39]

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CURE INDIGESTION AND ALL STOMACH AND
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SHEERILLS FORD, N. C.

July 3, 1903.

W. H. COMSTOCK CO.

Gentlemen: I have used Dr. MORSE'S INDIAN ROOT PILLS for a case of dyspepsia
and indigestion of long standing, and about three-fourths of a box completely cured the trouble,
after several other popular remedies failed. I consider them worth their weight in gold.

Very truly,
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CHEMISTS AND DRUGGISTS,

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WINE AND SPIRIT
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Hongkong, 7th June, 1905. [a37]

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BRANDY	***	-	-	-	Per Case.
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SCOTT. 375
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PIANOS for Sale from \$100 Each. PIANOS on HIRE from \$10 per Month.

LANE, CRAWFORD & CO.

Hongkong, 9th May, 1905. [a36]

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ALL NEW GOODS IN STOCK.

A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.

Hongkong, 27th May, 1905. [a1299]

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Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel

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Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES,

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THE PEAK HOTEL.

(Admirably Situated, Sheltered from the
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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if

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Electric Passenger Elevator to each floor.

Table D'Hote at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 10th June 1902. [a1061]

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A FIRST CLASS HOTEL Situated near

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Excellent Cuisine and Wines.

Large and lofty Rooms, elegantly furnished

Hydraulic Elevator, hot and cold water

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Special Rates for Tourists.

Launch Service for Guests.

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SCOTCH
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OF THE
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IS CHARACTERISED BY ITS
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and MELLOWNESS
attained only by

GENUINE
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A. S. WATSON & CO.
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ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS

Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications should be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Press. Codes: A.S.W.C. 5th Ed.
Lieber's
P.O. Box, 33, Telephone No. 12

BIRTH.
On 3rd June, at Shanghai, to Mr. and Mrs. C. LEACH, a daughter.

DEATH.
On 3rd June, the Rev. J. Henson Taylor, M.R.C.S., F.R.C.S., Founder of the China Inland Mission, at Changsha, Hunan, aged 73 years.

HONGKONG OFFICE: 14, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 12TH, 1905.

A good many sensational headlines have been provoked by the misunderstandings of Norway and Sweden, which have just resulted, as our readers know, in the former country demanding a new king to be all its own. There have been sensational comments as well as sensational captions. It has been suggested that this national divorce issue marks an epoch in European history, and that war sooner or later must be its inevitable consequence. Russia, for instance, —Not yet dead is the habit of mentioning Russia when possible aggressions are on the carpet; but its end should not be long—Russia, for instance, would seize the opportunity offering by dissension in the Scandinavian peninsula to give Western scope to the acquisitive energies that have just been choked off in the East by Japan. It does not seem to be the fact that the recent incident is capable of any great disturbing effect upon the map of Europe. Apart altogether from the consoling reflection that while the Bear is sick he does not go hunting, there is the doubt whether the change is really much more than a change in name. The change may slightly wound Swedish amour propre while it emolulates that of Norway. It may enable big changes in internal administration to be made. Small changes of official appointments will be the only points at which foreign neighbours will be involved. Really, the united Scandinavian spirit will continue to preserve the

geographical status quo; for there is nothing sufficiently serious for modern men, Swedes or Norwegians, to kill each other for. It is no new thing either. There has always been the same parochialism working as a repelling force between east and west; and there have always been the same joint needs and interests pulling the people together again. In the eleventh century, full four or five hundred years before the Russian menace became visible across the Baltic, the two peoples united in the most amicable manner to raid and harry England. Norway seems to have been always the weaker partner, probably because of its wasteful habit of detroning, killing, and murdering its kings. In the middle of the twelfth century it was over-run with civil war, there being at least four determined candidates for the uneasy throne. Two hundred years later there was a visible decline of Norwegian prosperity; the crop of kings was exceedingly poor; and it had to borrow its King from Sweden. Norway, Sweden, and Denmark were all three united toward the end of the fourteenth century; and from then on continued to separate and re-unite in a most extraordinary manner, the historian being hard put to it to disentangle them properly. Norway and Denmark would kick in unison against the Swedish pricks; then Sweden and Norway would turn on Denmark, and cast it into outer darkness. Early in the seventeenth century Sweden began to show her might, even Russia having to cede Finland to her in 1617. Eighty-three years later, Russia entering upon a war of revenge, PETER THE GREAT was totally defeated by CHARLES XII. Russia waited nine years more, and returned the compliment, CHARLES XII. having to flee into Turkey. Sweden absorbed Norway by treaty in 1814, but the Norwegians at once did what they have just done now. They issued a declaration of independence. Swedish troops entered Norway and, finally, after one elected king had abdicated, the Norwegians being too strenuously exacting, CHARLES XIII. of Sweden was proclaimed, the basis of agreement being the union just dissolved, by which Norway remained free, independent, indivisible, and so forth. After seven years of peace and quiet, the Norwegians, who seem to share some of the temperament of the Irish party, abolished the nobility. It was not really until 1811 that the present dispute began. It was then nominally a question of constitutional rights. Ten years later there was plain, out-and-out talk of independence; and complete autonomy in foreign relations was demanded. In 1833, twelve years ago, the Storting first formulated its claims for a separate consular establishment; and several attempts to promote a *modus vivendi* have since failed. The Norwegians in 1838 were refused permission to have a purely Norwegian flag; and this little disappointment, coming just when Norwegian commerce was increasingly flourishing, apparently precipitated matters. The Storting decided two and a half years ago to establish the separate consular system and, the Swedish ministers obstructing, they have now separated altogether. But it is thought unlikely that Sweden will fight about it, especially as Norway is asking for a king out of the Swedish Royal Household.

Saturday's plague return, with six new cases, brought the total to 137.

There is to be an additional service reservoir, filter bed and other improvements at Lai-chikok.

The Indian Earthquake relief fund, promoted by local Indian merchants, now amounts to \$500.

Dr. F. W. Clark will be an Official Member of the Executive Council during the absence of Dr. J. M. Atkinson.

At Hongkong during May last, 6,825 inches of rain fell, 3,080 inches being recorded on the 31st of that month.

Five hundred and fifteen deaths were registered in Hongkong during April. Twenty nine occurred among the European and foreign community. Excluding the Army and Navy the death rate was 17.7 per thousand.

The steamer *Langdale* reports that at about 2 p.m. on the 9th inst., when about 30 miles east of Pedro Blanco (between Hongkong and Foochow), she sighted 14 vessels of war well inshore, steering to the N.E. The fleet comprised one first-class battleship, one cruiser and three flotillas of torpedo-boats and destroyers—four in each flotilla—and some transports.

Captain A. W. Wooster of the British steamer *Bantu*, which arrived from Yokohama via Shanghai yesterday, sighted part of the Japanese fleet off Chapel Island in a thick fog, and nearly had a collision with one of the vessels. He also passed a floating mine at a distance of about fifty yards in Lat. 28° 24' north, Long. 122° 2' east.

A small Chinese boy who attempted to jump off a moving tramcar in Des Vœux Road, near the Central Markets, yesterday, was taken to hospital with a badly injured scalp.

A Chinaman who was being chased by the police late on Saturday night rushed into a house in Shun-kiwan Road, closely followed by his pursuer. He leaped from the verandah of the house to the ground, a distance of 25 feet, fracturing his thigh, and was removed to the Government Civil Hospital.

Thomas West, who had been released from gaol on Friday, got so drunk and disorderly in Jubilee Street the same evening, that when a constable endeavoured to pacify him he assaulted the constable. At the Police Court on Saturday Mr. G. N. Orme fined West \$6 with the alternative of fourteen days' imprisonment. John Johnson, a marine from the U.S.S. *Rainbow*, was charged with behaving in a disorderly manner in Des Vœux Road while under the influence of liquor. John, his wife, was informed, was amusing himself by attracting a crowd of coolies, and then charging in amongst them. Mr. Orme ordered him to pay a fine of \$10 or go to gaol for one month.

COAL SHIPMENTS NO LONGER TABOO.

It is notified in the *Government Gazette* that the terms of the proclamation made by H. E. the Governor on the 17th November last, and re-made on 26th May, will not be enforced with regard to coal until further notice.

H.V.C. HEADQUARTERS MOVED.

After to-morrow, the Headquarters of the H.V.C. will be the Matchless opposite the Hongkong Club.

Tuesday's and Wednesday's parades are cancelled on account of the "moving."

POSTAL REFORM AT HONGKONG.

A LONG FELT WANT.
Almost everybody has noticed how hard-worked are the postal clerks at Hongkong. Sometimes they seem barely able to manage their onerous duties. Relief is at hand. The last issue of the *Government Gazette* should please the Hongkong post-office employees. They are to be allowed another hour in which to accomplish their daily task.

That is to say, the General Post Office at Hongkong will in future be open to the public for the sale of postage stamps until 6 p.m., instead of closing at 5 p.m. as hitherto.

This is a step in the right direction. By-and-by, the hour will be extended to seven o'clock at least, and the office will open an hour sooner in the mornings. For a public institution like the Post office, which in England is open to transact public business longer than almost any other institution, the hours until now observed by the Hongkong office have been absurd, and indefensible.

The only time at which a large section of the public (all employees for instance) could catch a post office clerk on duty was during the 15 min. hour, and even then (as an Irishman might add) they couldn't always catch him. The result was a rush during that hour, and a big crowd at the counter which has caused many an one to miss a Mail.

CORRESPONDENCE.

PEAK TRAMWAYS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Your correspondent, "Interested," appears to have overlooked the fact that, although the Company might not fare down to one third, running expenses would not be diminished. At the recent meeting the Chairman stated that traffic receipts for the year amounted to nearly \$100,000.

Taking the net earnings to be ... 45,000

Running expenses must be ... \$55,000

Fares cut down to one-third would ... \$33,333.33

Running expenses at above ... 55,000.00

Result would therefore be a loss of ... \$21,666.67

Yours, T. A.

THE CAPTURED STEAMER

"OLDHAMIA."

"From an unimpeachable source" the *N. C. Daily News* was able to get the following particulars about the *Oldhamia*. It appears that she was captured by the Baltic Fleet on the night between the 16th and 19th of May. Her papers were unsatisfactory, and her captain first stated that he was bound for Hongkong, and then when it was pointed out that he was steering in the wrong direction, said that he was proceeding to Moji to coal. The *Oldhamia's* cargo principally consisted of kerosene. As soon as she was captured some Russian Naval Reserve officers were sent on board to navigate her. She continued with the fleet throughout the day and night of the 19th but her officers were, during the 20th, transferred to the cruiser *Oleg*, while the crew were taken on board the *Dnieper* later. On the 20th, after having received some coal she parted company from the fleet, escorted by the cruisers *Kuban* and *Terek*, apparently bound for Vladivostok. Nothing more was seen of her by the main body of the fleet. She had a prize crew on board, entirely composed of Russians, her officers and crew still remaining on board the *Oleg* and *Dnieper* respectively.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

SPANISH KING GOING HOME.

LONDON, 10th June.

King Alfonso of Spain left England to-day.

THE GOLF CHAMPIONSHIP.

LONDON, 10th June.

Baird has won the golf championship.

THE MOROCCO QUESTION.

LONDON, 8th June.

Germany has formally proposed that a conference of the Powers shall be held on the Morocco question.

LOSS OF A BRITISH SUBMARINE.

LONDON, 8th June.

The submarine AS has been lost outside Plymouth, fifteen perished, including Lieutenant Fletcher. The boat suddenly sank without any explosion.

SPEAKER OF THE HOUSE OF COMMONS.

LONDON, 8th June.

The Right Hon. J. W. Lowther has been elected Speaker of the House of Commons.

NORWAY.

LONDON, 8th June.

The new Norwegian flag will be hoisted and saluted throughout the country on Saturday.

FRANCE AND GERMANY.

LONDON, 8th June.

The French newspapers intimate that as a part of the new policy a new Ambassador will go to Berlin and a new Envoy to Morocco.

As evidence of the soundness of the situation which the resignation of M. Delcassé has modified, the French Minister for War conferred on Wednesday with the commanders of the Army corps on the frontier and ordered them to bring up their forces to full strength.

HONGKONG'S FISHERIES.

There is an ever increasing activity to be noticed in the case of Hongkong's fisheries. It has been suggested that steam trawlers may figure in the shipping returns in the near future, but, for the present, native junks hold a monopoly in the deep water industry, while fishing stakes and nets are used nearer the shore. The following rules for the licensing and control of fishing stakes and nets were made by the Governor in Council on the 9th inst.:

An "inshore stake net" is a net which is attached to poles, and which is worked by a windlass stationed on shore or in less than three fathoms of water.

An "offshore stake net" is a net which is attached to poles, and which is worked by a windlass stationed in more than three fathoms of water.

A "line of stakes and nets" is a net or nets attached to a line of stakes which are driven into the foreshore or seabed.

The expression "stake net" includes an inshore stake net, an offshore stake net and a line of stakes and nets.

A "seine net" is a net not less than one hundred feet in length by three feet in width, which is shot from a boat and hauled by both ends to the shore.

Owners of stake nets and seine nets shall pay to the Harbour Master annual licence fees commencing from the 1st June in each year in accordance with the schedule.

Licences shall not be transferable, and shall specify the exact place in which they may be used.

No stake net shall be erected without the previous permission in writing of the Harbour Master, which permission shall state the class of net and the place in which it is to be used.

No stake net shall be erected within two hundred yards of an existing stake net without the consent of the owner thereof.

Every stake net shall exhibit between the hours of sunset and sunrise a bright white light visible in all directions seaward for at least one mile.

Every stake net shall exhibit conspicuously a board showing the licence number of the stake net.

The Harbour Master may order the removal of stake nets when not in use.

Fishing by means of explosives is prohibited.

JAPANESE NAVAL LOSSES.

The following details amplify the recent telegram from our Kobe correspondent, about the losses sustained by the Japanese Navy, which had been withheld from the public, and were then officially announced:

The battleship *Yushima*—Struck a mine and sank on May 15th, 1904, while engaged in the blockade of Port Arthur.

The destroyer *Aikido*—Met with the same fate on the night May 17th, 1904.

The gunboat *Okuma*—Came into collision with a sister boat while cruising in the Liaotung Bay on the night of May 18th, 1904, working in co-operation with the Army.

The destroyer *Haguro*—Struck a mine on the night of September 3rd, 1904, while engaged in the blockade of Port Arthur.

The gunboat *Atago*—Struck a sunken rock in the Fushimi Straits while engaged in the same duty, on November 8th, 1904.

The cruiser *Nakagumo* struck a mine and sank on the night of December 12th, 1904, while engaged in the blockade of Port Arthur.

WHEN MAY BUILDING ORDINANCE SAFELY BE SET ASIDE?

At a Sanitary Board meeting to-morrow, the Hon. Registrar General, pursuant to notice, will move: That the Medical Officer of Health be instructed to report what sanitary considerations should be taken into account in considering applications under Section 188 (5) of the Public Health and Buildings Ordinance, and that the report be referred to a sub-committee consisting of the President, the Captain Superintendent of Police, Mr. Pollock and Mr. Ramjaha, to consider and recommend what guiding principles should be adopted by the Board in future cases.

THE WAR.

["DAILY PRESS" SERVICE.]

"ROOSEVELT, THE PEACE-MAKER."

SUCCESS ATTENDS HIS EFFORTS.

LONDON, 10th June.

The terms of the Note addressed to both Russia and Japan by President Roosevelt are published.

The American President therein urges the two Powers to enter into direct negotiations for a peace treaty.

President Roosevelt offers to arrange the preliminaries.

LATER.

It is believed that the offer has been accepted, and that an important announcement will be made shortly.

LATER.

It is authoritatively announced that Russia and Japan have accepted President Roosevelt's proposal.

[REUTER'S SERVICE.]

THE TSAR'S CONDESCENSION.

LONDON, 9th June.

The Tsar has informed the American Minister of his willingness to consider peace.

[REUTER'S SERVICE.]

THE PROSPECTS OF PEACE.

LONDON, 8th June.

Washington wires that President Roosevelt has now discussed peace with every European Ambassador, and that the Powers are apparently acting in concert.

THE LARGEST YACHT AFLOAT.

The American Yacht *Atlantic*, which, as announced in a recent *Daily Press* telegram, won the Kaiser's Cup, is the largest three-masted motor and sail-rigged yacht afloat. Her sail-plan is one third larger than that carried by the cup-defender *Reliance*. In her trial run she averaged 18 knots. Her two chief trophies for ocean-racing are the Brenton's Reef cup and the Cape May cup.

HONGKONG'S FINANCES.

Financial returns, giving comparative statement of Hongkong's revenue and expenditure for the first quarter of the year, are published in the current *Hongkong Government Gazette*. On the 31st March the assets and liabilities were figured as follows:

ASSETS.	
Bank Balances	\$678,874.12
Crown Agents' Balance	97,316.71
Do. Advance	68,710.58
Advances, &c.	128,815.33
Suspense House Service	2,547.91
Total	1,514,264.65
LIABILITIES.	
Deposits not Available	\$490,795.99
Crown Agents' Drafts	200,000.00
Money Order Remittances	22,683.11
Officers' Remittances	360.42
Total Liabilities	713,749.52
Balance	800,515.13
Total	1,514,264.65

SHANGHAI AUTOMOBILE CLUB.

The first parade of the new Shanghai Automobile Club took place on the Recreation ground on June 3rd, reports the *Daily News*. In spite of the threatening aspect of the weather, and in fact, of the drizzle which was actually coming down while the parade was in progress, there was a very large attendance of spectators. The cars formed up on the Recreation ground, opposite the Golf Club pavilion. The competitors were Messrs. C. H. Burkill, H. J. Craig, J. Whittle, C. L. Seitz, G. E. Tucker, Capt. Tufnell, Dr. Macleod, and Dr. Lalacca. The cars paraded round and round in the reserved enclosure for some minutes and then formed up in line to be judged by Messdames Landale, Davis, and Boisragon, and Messrs. Meyer and Jan. McKie. They were all beautifully decorated, and it was no easy task for the judges to decide on the winners, but eventually Mr. H. J. Craig was given first prize. His car was undoubtedly the best on the ground. It was simply smothered in white flowers, and made to resemble a monster swan. The second prize was won by Mr. M. Jaquet, whose car was tastefully decorated with pink roses. Mr. Tucker, whose motor was covered with corn and yellow flowers, made up to represent an exceedingly ferocious dragon, came third in order of merit. The prizes were presented to the winners by the judges, and the cars, headed by the ladies, then went round the enclosure to receive the acclamations of the spectators. Afterwards they left the Recreation ground for a short time, at the conclusion of which they dispersed.

COAL AND DIAMONDS FROM SANDAKAN.

The Sandakan Bay Coal Fields, Limited, were expecting a modern diamond boring plant at the end of last month, which was to be capable of boring to a depth of 600 feet. They propose putting down several deep holes to ascertain the best point of attack at near the Sillimpon river as possible. In the meantime, says the *Herald*, the Manager, Mr. Clarke, has selected a point on the river, four and a half miles above the present camp. The coolies are now housed and are busy making a two feet gauge tramway to the coal, a distance of about two miles. From this spot coal can be taken in lighters to some convenient place for shipping on the river. There is every probability that we shall see coal sold before the end of this year.

A ROBBER GANG DISPERSED.

Inspector Collett on Saturday charged a native with stealing clothing and metal piping worth \$40. The case was remanded.

The defendant, it is alleged, was "one of a gang of three who took up their quarters on the top floor of No. 174 Des Vœux Road, which floor was "to let." From this rendezvous they sallied forth under cover of the darkness of night and, wherever they were fortunate enough to find a skylight open, entered and made their exit again carrying such goods and chattels as they had been able to lay their hands on. Their last haul was the four boxes containing clothing and metal pipe, which they had secreted in their store room on Thursday night. On Friday morning their slumbers were disturbed by the entrance of a body of Police, who had severely crossed the threshold of the door, when the rogues made for the roof, and across the roofs of a block of houses a most exciting chase followed. One of the robbers effected his escape; a second, who was hard pressed, took a mid-air leap on to the roof of a house in Ko Shing Street. He covered the distance, but broke his ankle and had to be removed to hospital. The third man, who was before the court, also showed traces of having had a bad time in his attempts to evade the Police. His body was badly bruised, and his leg so seriously injured that he could scarcely limp along on it.

A somewhat similar case which occurred at No. 28, Queen's Road West, a tailoring establishment, was heard before Mr. G. N. Orme. The robber entered No. 202, which was empty, and climbed along the verandahs until he reached 293. Finding the door open he entered, and was marching off with a roll of Japanese linen when a woman entered the room and raised the alarm. A policeman happened to be there, and observed the thief making his way back to the empty house. The looking entered it, and found him man crouching down in a corner. He took him to the Central Station, and on appearing before His Worship it was ascertained that four previous convictions were recorded against him. Saturday's sentence of two months' hard labour and six hours' stocks made a fifth.

STOLEN PROPERTY.

Before Mr. F. A. Hazeland at the Police Court on Saturday a small boy, eight years of age, was charged with stealing brass fittings from one of the boats of the Opium Farmer, and selling same to a marine dealer at Yumati. The boy admitted the charge, and showed the police the shop at which he had disposed of the stolen property. It was found that the dealer had not made an entry of the purchase in his books and, for neglecting to do so, His Worship inflicted a fine of \$100, the alternative being two months' imprisonment. The boy was sentenced to receive twelve strokes of the birch.

A KOWLOON GENTLEMAN IN TROUBLE.

Ralph David, of Kowloon, was charged before Mr. F. A. Hazeland at the Police Court on Saturday with refusing to pay his sampaun hire and creating a disturbance on Pedder's Wharf. An Indian constable tried to persuade him to come to an amicable settlement, but his reply was—"I'm a gentleman, and you've no right to interfere with me." He was taken to the Central, and on appearing before His Worship was ordered to pay a fine of \$10 or go to gaol for one month.

WHITSUNTIDE HOLIDAYS.

The Whitsuntide Holidays have, on account of the warm weather, proved quite a harvest for the launch owners here, all the available boats having been hired. The numerous bathing parties were yesterday to be seen in all of the favourite nooks of the beautiful harbour. Yacht owners, too, spent the day on the water, which really was far too calm for good sailing. Some holiday makers camped out, and many have taken the opportunity to go on picnics upriver or to Macao.

ROBBERY IN QUEEN'S ROAD.

Sometimes between Saturday evening, the 27th ult., and nine o'clock on the following Monday morning, the premises of Messrs. Scherer Uffel and Co., 50 Queen's Road Central, were entered by burglars, and goods to the value of \$700 extracted from cases. When the premises were opened on the Monday morning, and one of the boys engaged at the shop entered the small godown at the rear, he noticed a number of labels which had apparently been recently torn from piece goods. The investigation which followed revealed the fact that several cases had been opened and certain goods removed, but none of the doors had been tampered with. Attention was then directed to the faultlights which appeared to have been recently opened, and a scrutiny showed that this had been the entrance and exit of the robbers. Detectives are at work on the case and, so far, have recovered part of the goods, which were found on board a steamer just about to leave for Macao. The police are understood to have a clue.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of India* arrived at Shanghai at 6 a.m. on Saturday, the 10th inst., and left again at 1 a.m. on Sunday for Hongkong, and is due here at 11 a.m. to-morrow.

The C.P.R. str. *Empress of China* left Yokohama on Friday, the 9th inst., p.m., for Victoria and Vancouver.

The O. & O. str. *Coptic*, with mails, &c., will be despatched from Manila to this port to-day, and is due here about noon on Wednesday, the 14th June.

The I.G.M. str. *Sachsen*, carrying the German mail with dates from Berlin of the 23rd May, left Colon on the 10th inst., p.m., and may be expected here on the 21st inst.

The str. *Rubi* left Manila on Saturday, the 10th inst., and is due here to-day at 5 p.m.

SHIPPING.

ARRIVALS.
 HANTU, British str., 4,188, A. W. Woster, 11th June, Yokohama via Shanghai 8th June, General—Nippon Yusen Kaisha.
 CADMUS, British str., 1,070, H. du Cane Luard, 10th June, Sydney 18th May.
 CLARA JENSEN, German str., 1,103, J. Bendixen, 11th June, Shanghai via Pootung, Amoy and Swatow 2nd June, General—Jensen & Co.
 CLAVIANO, British str., 2,282, David Barton, 10th June, Salina Cruz 5th May and Moji 7th June, Ballast—China Commercial S.S. Co.
 DOTT, Norwegian str., 620, J. Gjime, 11th June, Bangkok 14th June, Rice—Chinese.
 EMMA LUYKEN, German str., 1,101, H. Martens, 10th June, Swatow 9th June, General—Douglas Laphra & Co.
 GERMANIA, German str., 1,112, J. Peterson, 11th June, Chinkiang 6th June, Rice—Jensen & Co.
 HANOI, French str., 728, P. Merles, 10th June, Haiphong 8th June and Hoihow 8th June, General—A. R. Marly.
 HONGKONG, French str., 712, A. Suzzoni, 9th June, Haiphong and Hoihow 8th June, Rice—A. R. Marly.
 HOUSTON, German str., 987, T. Chr. Hansen, 10th June, Haiphong and Hoihow 8th June, Rice—Jensen & Co.
 KUKUANG, British str., 10th June, from Canton.
 LANGDALE, British str., 2,295, C. J. Killey, 10th June, Moji 3rd June, Coal—Shewan, Tomes & Co.
 LOKSANG, British steamer, 10th June, from Canton.
 MANSANG, British str., 1,644, Houghton, 10th June, Sandakan 5th June, Timber and General—Jardine, Matheson & Co.
 NORMA, Norwegian str., 898, S. V. Mackensen, 10th June, Bangkok 3rd June, Rice—Order.
 PHRA NANG, German str., 1,021, F. V. Mangelsdorf, 11th June, Swatow 10th June, Rice—Butterfield & Swire.
 SHAGHISIN, British str., 1,307, P. D. Northcombe, 11th June, Shanghai 6th June, General—Butterfield & Swire.
 TAIHUNG, Chinese str., 1,216, Jamieson, 11th June, Shanghai 8th June, General—Chinese.
 WATERWICH, British str., 10th June, from a cruise.
 YOHOW, British str., 1,306, J. H. Brown, 11th June, Shanghai 7th June, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 10th June.
 DART, British str., for Singapore.
 HONGKONG, French str., for Haiphong.
 KUKUANG, British str., for Shanghai.
 PINGTONG, British str., for Sourabaya.
 WATSON, British str., for Swatow.

DEPARTURES.

10th June.
 ALBION, British battleship, for home.
 AMBRIA, German str., for Shanghai.
 ANDRE KICKERS, German str., for Bangkok.
 CAPRI, Italian str., for Bombay.
 DAPHNE, Norwegian str., for Kobe.
 FAUNANG, British str., for Canton.
 HELENE, German str., for Swatow.
 KONGWAI, German str., for Bangkok.
 PAOTINE, British str., for Shanghai.
 PROTERUS, British str., for Shanghai.
 ZAFIRO, British str., for Manila.
 11th June.
 EASTERN, British str., for Australia.
 FOCHOW, British str., for Shanghai.
 JAVA, British str., for Yokohama.
 LOKSANG, British str., for Shanghai.
 MATHILDE, German str., for Kobe.
 NUBIA, German str., for New York.
 PROTERUS, Norwegian str., for Tamsui.
 RAS ELBA, British str., for Kobe.
 TAIHUNG, British str., for Saigon.

SHIPPING REPORTS.

The German str. *Phra Nang* reports: Southerly winds, moderate sea and misty weather.
 The German str. *Emma Luyken* reports: Thunderstorm on Friday night, fine, cloudy weather outside.
 The British str. *Cleopatra* reports: Light S.W. winds, smooth sea, occasional light rain and mist throughout.
 The British str. *Mansang* reports: Encountered fine weather from 5th to 8th June; fresh S.W. breeze and heavy rain squalls, accompanied with thunder and lightning from 8th to 10th.

VESSELS IN DOCK.

10th June.
 ABERDEEN DOCKS.—City of Birmingham, Belfast, Adamastor, Travancore, Tsingtau.
 COSS POLAR DOCK.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
 FRENCH MAIL STEAMERS.

STEAM FOR SAVON
 SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship
 Captain Broe, will be despatched for MARSEILLES on TUESDAY, the 13th June, at 1 P.M.
 Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:
 S.S. "CALEDONIAN" ... 27th June.
 S.S. "OCEANIC" ... 11th July.
 S.S. "TOURANE" ... 25th July.
 G. DE CHAMPEAUX, Agent.
 Hongkong, 31st May, 1905.

IMPERIAL GERMAN MAIL LINE.
 NORDDEUTSCHER LLOYD, BREMEN.
 JAPAN—CHINA—AUSTRALIA LINE
 VIA NEW GUINEA.

STEAM FOR
 FRIEDRICH WILHELMSHAFEN, HERBERTSHOF, MATUPI, SYDNEY AND MELBOURNE.
 On TUESDAY, the 27th June, 1905, at Noon, the Steamship "WILLEHAD" Captain Obenaus, with Mails, Passengers and Cargo, will leave this port as above.
 The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
 Linen can be washed on board.
 For Further Particulars, apply to
 MELCHERS & CO., Agents.
 Hongkong, 1st June, 1905.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blako Pier. 3. From Blako Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	PALEMO	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	About 27th inst.
LONDON, AMSTERDAM & ANTWERP	HYSON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 4th July.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 18th July.
LONDON, AMSTERDAM & ANTWERP	ALIX	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st Aug.
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 15th inst.
MARSEILLES, &c., VIA PORTS OF CALL	CALCHAS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow, at 1 P.M.
BREMEN, VIA PORTS OF CALL	POLYFESION	Brit. str.	—	Broe	Messageries Maritimes	On 21st inst., at Noon.
HAVRE, DUNKIRK, BREMEN & HAMBURG	ZISTEN	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINE	On 17th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FERD. LAEISZ	Ger. str.	k. w.	Russ	HAMBURG-AMERIKA LINE	On 30th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 13th July.
HAVRE & HAMBURG VIA STRAITS, &c.	STICHONIA	Ger. str.	k. w.	Schulke	HAMBURG-AMERIKA LINE	On 26th July.
HAVRE & HAMBURG VIA STRAITS, &c.	ACILIA	Ger. str.	k. w.	Sachs	HAMBURG-AMERIKA LINE	On 10th Aug.
TRIESTE, &c., VIA SINGAPORE, &c.	ALFIA	Aus. str.	—	Seich	SANDER, WIELER & CO.	On 29th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	DRUCALION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	TELEMACHUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th July.
GENOA, MARSEILLES & LIVERPOOL	STENTOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 29th Aug.
NEW YORK VIA PORTS & SUEZ CANAL	NORFOLK	Brit. str.	—	—	SWAN, TOMES & CO.	On 22nd inst.
NEW YORK VIA PORTS & SUEZ CANAL	MONTROSE	Brit. str.	—	—	DODWELL & CO., LD.	About 27th inst.
NEW YORK VIA PORTS & SUEZ CANAL	KENNEBEC	Brit. str.	—	—	STANDARD OIL CO.	Early in July.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 21st inst.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	TARTAR	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 5th July.
VICTORIA (B.C.) & TACOMA VIA JAPAN	PANAMA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th inst.
PORTLAND, OREGON VIA SHANGHAI, &c.	PARADE	Am. str.	—	F. G. Parington	DODWELL & CO., LIMITED	On 30th inst.
SEATTLE, VIA SHANGHAI & JAPAN	NICOMEDIA	Brit. str.	—	Wagner	PORTLAND & ASTORIA S.S. CO.	On 26th inst., at Daylight.
AUSTRALIAN PORTS VIA MANILA, &c.	MINEROTA	Am. str.	—	J. H. Rinder	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA, &c.	CHANGSHA	Brit. str.	1 m.	—	MELCHERS & CO.	To-morrow.
AUSTRALIAN PORTS VIA MANILA, &c.	WILLEHAD	Ger. str.	—	Obenaus	JARDINE, MATHESON & CO.	On 27th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA, &c.	WOSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 14th inst., at 3 P.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CLARA JENSEN	Ger. str.	—	Bendixen	OSAKA SHOSHEN KAISHA	To-morrow.
SHANGHAI	YOHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th inst.
SHANGHAI	KWONGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 15th inst., at 3 P.M.
SHANGHAI	SMILIA	Brit. str.	—	F. R. Summers	P. & O. S. N. Co.	About 15th inst.
TAMSU VIA SWATOW & AMOY	YANKEE	Brit. str.	—	H. A. Haralson	OSAKA SHOSHEN KAISHA	On 13th inst.
AMPOY VIA SWATOW & AMOY	PROMISE	Ger. str.	—	Thorstensen	OSAKA SHOSHEN KAISHA	To-morrow, at 11 A.M.
SWATOW, AMOY & FOCHOW	EMMA LUYKEN	Brit. str.	2 h.	Martens	DODWELL & CO.	On 20th inst.
SWATOW, WEIHAWEI, CHEFOO & TIENTSIN	CHIBULI	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
MANILA	TEAN	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 16th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	A. H. Noley	SHAW, TOMES & CO.	On 17th inst., at Noon.
MANILA	RUBI	Brit. str.	—	R. Rodger	SHAW, TOMES & CO.	On 24th inst., at Noon.
MANILA	ZAFIRO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 22nd inst.
CEBU & ILOILO	KAIPOKO	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
SOURABAYA & SAMARANG	CHUNSHAN	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 14th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	BANGA	Brit. str.	—	F. J. Ferguson	P. & O. S. N. Co.	About 17th inst.
SINGAPORE, COLOMBO & CALCUTTA	TIAMARI	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	A. H. Noley	Manila.	Sat., 17th June, Noon.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 24th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 12th June, 1905.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S. "NORDPOL" ... On 22nd June.
 S.S. "INDRAWADI" ... On 25th July.
 For freight and further information apply to

SHEWAN TOMES & CO.,
 GENERAL AGENTS.

Hongkong, 12th June, 1905.

HAMBURG-AMERIKA LINE.

OSTASIATISCHER DIENST.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATION.	SAILING DATES.
C. FERD. LAEISZ	HAVRE, DUNKIRK, BREMEN and HAMBURG	On 17th June. Freight.
BRISGAVIA	(Calling at Singapore, Penang and Colombo)	On 30th June. Freight.
SITHONIA	(Calling at Singapore, Penang and Colombo)	On 12th July. Freight.
ACILIA	(Calling at Singapore, Penang and Colombo)	On 26th July. Freight.
ALESIA	(Calling at Singapore, Penang and Colombo)	On 10th Aug. Freight.

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by electricity.

For Further Particulars, apply to
 HAMBURG-AMERIKA LINE.
 HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL	REMARKS.
SHANGHAI	SIMLA	About 15th June	Freight and Passage.
LONDON, &c.	BENGAL	Noon, 17th June	See Special Advertisement.
SINGAPORE, COLOMBO and CALCUTTA	BANCA	About 17th June	Freight only.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALEMO	About 27th June	Freight only.

Calling at Penang if sufficient inducement offers.
 For further Particulars, apply to
 I. S. LEWIS,
 Acting Superintendent.

Hongkong, 12th June, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	TONS.	WEDNESDAY.	21st June.
R.M.S. "EMPEROR OF INDIA"	6,000	WEDNESDAY.	21st June.
R.M.S. "TARTAR"	4,425	WEDNESDAY.	21st July.
R.M.S. "EMPEROR OF JAPAN"	6,000	WEDNESDAY.	2nd Aug.
R.M.S. "EMPEROR OF CHINA"	6,000	WEDNESDAY.	9th Aug.
R.M.S. "ATHENIAN"	3,882	WEDNESDAY.	9th Aug.

Hongkong to London, 1st Class ... via St. Lawrence 260. via New York 262.

Intermediate or Steamer, ... 240. ... 242

1st and 2nd Class Rail ...

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 days and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only. Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only), granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent,
 9, Fadder Street.

6]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES	3,753	F. G. Parington	Friday, June 30th
SHAWMUT	6,606	E. V. Roberts	Wednesday, July 12th
TREMONT	6,606	T. W. Garlick	Tuesday, August 8th

1 Cargo only.

CHEAPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS.

QUEEN'S BUILDING.
 Hongkong, 9th May, 1905.

7]

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS.	LEAVING
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"CLARA JENSEN"	TUESDAY, 13th June.
ANPING VIA SWATOW, AMOY AND FOCHOW	"PROMISE"	WEDNESDAY, 14th June.
TAMSU VIA SWATOW, AMOY AND FOCHOW	"THORSTENSEN"	—
—	"FRITHJOF"	—
—	H. A. HARALDSEN	SUNDAY, 18th June.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 9th June, 1905.

T. ARIMA, Manager.

14]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

P. L. Y. M. O. U. T. H. A. N. D. L. O. N. D. O. N.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BENGAL,"

Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 17th June, at Noon, taking passengers and cargo for the above ports in connection with the Company's assured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Caledonia," due in London on the 30th July, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

L. S. LEWIS,
 Acting Superintendent.

Hongkong, 5th June, 1905.

11]

GREAT NORTHERN STEAMSHIP COMPANY.

Operating in conjunction with the GREAT NORTHERN AND NORTHERN PACIFIC RAILWAY OF U. S. A.

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

(Passing through the INLAND SEA OF JAPAN.)

THE magnificent New Twin-Screw Steamship

"MINNESOTA"

Tons 26,718 Gross Reg. Captain J. H. Rinder, will sail on MONDAY, 19th June, at Noon, conveying cargo to the Pacific Coast, United States and Canadian Orland Common Ports; also Passengers to the United States, Europe, &c.

This Steamer is luxuriously fitted with spacious SUITES and STATE ROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER, SHOE REPAIR, STEAM LAUNDRY, &c.

Special provision is made for the safe transit of SILK, TREASURE and Val

OCEAN STEAMSHIP COMPANY, LD. SOUTH AFRICAN LINE OF STEAMERS.

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

PORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"YANGTSE"	On 11th June.
GLASGOW and LIVERPOOL	"FOXTON HALL"	On 15th June.
GLASGOW and LIVERPOOL	"AJAX"	On 23rd June.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 30th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 7th July.
GLASGOW and LIVERPOOL	"PATROCLOS"	On 14th July.
GLASGOW and LIVERPOOL	"KREMONA"	On 16th July.
GLASGOW and LIVERPOOL	"PAKLING"	On 18th July.
GLASGOW and LIVERPOOL	"ACHILLES"	On 28th July.

HOMEWARDS.

FROM	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 20th June.
LONDON, AMSTERDAM and ANTWERP	"HYSON"	On 4th July.
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 18th July.
GENOA, MARSEILLES and LIVERPOOL	"TELEMACHUS"	On 20th July.
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 15th August.
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 15th August.
LONDON, AMSTERDAM and ANTWERP	"STENTOR"	On 20th August.

TRANS-PACIFIC SERVICE.

THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTSE"	On 14th June.
	"KREMONA"	On 18th July.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"OANFA"	On 20th June.
	"TELEMACHUS"	On 18th July.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS. (9-10)

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, THURSDAY, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TEAN"	On 13th June.
SHANGHAI, SWATOW, WEIHAIWEI, CHEFOO, and TIENTSIN	"CHANGSHA"	On 13th June.
CEBU and LLOLO	"YCHOOW"	On 14th June.
	"CHIHLE"	On 20th June.
	"KAIFONG"	On 22nd June.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. (11)

Hongkong, 12th June, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

STEAMSHIP	Tons	Captain	TO SAIL AT DAYLIGHT ON
"NICOMEDIA"	4,370	Wagner	June 26th, 1905.
"NUMANTIA"	4,370	Brahmer	July 16th, 1905.
"ARABIA"	4,483	Motzenbach	August 6th, 1905.
"ARAGONIA"	5,198	Schmidt	August 26th, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, GENERAL AGENT. (13)

Hongkong, 12th June, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
ZIETEN	WEDNESDAY 21st June
PARMSTADT	WEDNESDAY 5th July
SACHSEN	WEDNESDAY 19th July
SCHARNHORST	WEDNESDAY 2nd August
PRINZ HEINRICH	WEDNESDAY 16th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 30th August
PREUSSEN	WEDNESDAY 13th September
ROON	WEDNESDAY 27th September
BAYERN	WEDNESDAY 11th October
GRINSENAU	WEDNESDAY 25th October
PRINZESS ALICE	WEDNESDAY 8th November
SACHSEN	WEDNESDAY 22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY 6th December
PRINZ HEINRICH	WEDNESDAY 20th December

ON WEDNESDAY, the 21st day of JUNE, 1905, at NOON, the Steamship "ZIETEN," Captain v. Binzer, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 19th June. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 20th June, and will be received at the Agency's Office until NOON, on TUESDAY, the 20th June. Contents of Packages are required. No Parcel Receipts will be signed for less than 25.00, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, suit-carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 10th February, 1905.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SOURABAYA and SAMARANG	"CHUNSAH"	Tuesday, 13th June, 3 P.M.
*SINGAPORE, PENANG and CALCUTTA	"NAMSANG"	Wednesday, 14th June, Noon.
TIENTSIN	"WOSANG"	Wednesday, 14th June, 3 P.M.
*SHANGHAI	"KWONGSANG"	Thursday, 15th June, 3 P.M.
*MANILA	"LOONGSANG"	Friday, 16th June, 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. (18)

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	First half of July	JAVA PORTS	Second half of July
TJILATJAP	JAVA PORTS	First half of July	JAPAN via SHANGHAI	First half of July
TJIMAHU	JAPAN	Second half of June	JAVA PORTS	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the HEAD AGENCY OF THE

Alexandra Buildings, 3rd Floor. Hongkong, 9th June, 1905. (16)

VESSELS ON THE BERTH

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

THE Steamship

"KENNEBEC"

will be despatched early in July.

For Freight & further information, apply to STANDARD OIL COMPANY

OF NEW YORK,

Oriental Freight Department,

4, Des Vaux Road, Central

Hongkong, 2nd May, 1905. (131)



POSTPONEMENT.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

OWING to the Ship having met with an

Accident the date of the departure of the

s.s. "MARIA VALERIE" for Europe has

been INDEFINITELY POSTPONED.

SANDER, WIELER & CO.,

Agents.

Hongkong, 29th May, 1905. (132)



MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKYO.

Cable Address: "IWASAKI,"

which applies to all Branch Offices and Hong-

kong and Shanghai Agencies.

A1, ABC 5th Edition, Western Union Codes

used.

All Letters Addressed—

MANAGER, MITSU BISHI CO., with name of

place under.

BRANCH OFFICES—

NAGASAKI, MOJI, KOBE, KARATSU

AND HANKOW.

AGENTS—

SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. U. JEFFRIES.

MANILA: MACDONALD & CO.

CHINKIANG: GEARING & CO.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial

Japanese Navy and Foreign Navies; the

Imperial Railways; the Imperial Railway

Sauro, Kure and the other Principal Rail-

ways; Industrial Works; Home and Foreign

Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong,

Shanghai, Hankow, Singapore, Manila, North

China, Korean ports and America.

SOLE PROPRIETORS of Takashima,

Uchi, Shinjima, Namazuta and Kami-Yamada

Collieries and also Hojo Colliery, which will

shortly be ready to produce on a large scale the

best Buzen Coal.

Sole Agents for Kijiro, Komatsu (Tagawa)

and Yeshimomachi Coal (Karatani).

The Head Office and Branch Offices and the Agency of the Company will receive any order for Coal, produced from the above Collieries. Coal sold in 1904 by the Company amounted to 1,500,000 tons.

TAKASHIMA COAL.

New and additional stocks at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, 15th February, 1905. (1078)

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

DAILY PRESS OFFICE.
The only office in China having European taught workmen. Equal to Home work.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents. 35 & 37, Hing Loong Street. (1st Street, West of Central Market.)

JEWELLERS.

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hongkong.

PHOTOGRAPHER.

M. MUMFAY, JAPANESE ARTIST.
Bromide and Cyan Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; 10, 8A, Queen's Road Central.

STOREKEEPERS.

BISMARCK & CO.,
Navy Contractors, Ship Chaudlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.

Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchants. 57 58 & 59, Connaught Road, New Praya Central.

PHOTOGRAPHS FROM LIFE.

FOR LOVERS OF Art, Beauty and Chic.

carefully selected assortments, cabinets or stereos, with illustrated catalogue and miniatures, from \$2 to \$25; no order for less than \$2 being accepted. Send any paper money—money order, English postal orders, or cheque on London.

All photos warranted from original negatives and of best style and finish.

Good assortment of rare English, French, German and Spanish Books.

Please state your wishes explicitly, and you shall receive careful attention.

Please note postage is 10 cents.

R. GERNERT, Paris, France.

1407 89 H. Fng. St. Martin, 89 H.

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 963 "

Width of Entrance on Bottom... 893 "

Water on Blocks at Spring Tide... 345 "

DOCK No. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 77 "

Width of Entrance on Bottom... 284 "

Water on Blocks at Spring Tide... 224 "

DOCK No. 2.

Extreme Length... 371 feet.

Length on Blocks... 359 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with

LATEST PLANTS and APPLI-

ANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and

BOILER; and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIAL is

always kept on hand.

THE COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 700 H.P.)

especially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

Short Notice. (1353)

CITY OF BIRMINGHAM, British steamer, 90,

J. Watson, 14th May, Grimsby 26th Mar.

—Order.

COMMERCE, British ship, 2154, George, 2nd,

June, Cardiff 2nd Jan. Coal—Aden 1st,

DECCAN, British ship, 1936 E. Gale, 13th May,

—New York 22nd Nov. Or, 101.

Standard Oil Co.

JARDINE, British 4-m. barque, 2176, G.

N. Kennedy, 30th May, New York 1st

Dec. Case Oil—Standard Oil Co.

SIDRA, British ship, 1623, E.

Voght, 4th June, Cardiff 10th Dec.

Patent Fuel—Admiralty.

SCOTTISH HILLS, British ship, 1998, Blackmore,

2nd June, Cardiff 14th Jan. General—

Order.

TRAVANCORE, British ship, 1900, Chamberlain,

8th June, towed from Harlem Bay by tug

Robert Cook.

(1011)

VISITORS AT HOTELS.

H. HOKOSU HOTEL.

Mrs. H. J. Bailey	Mr. A. R. Lewis
Mr. A. S. Baker	Mr. S. L. Lewis
Mr. C. W. Banks	Mr. G. Lowther
Mr. & Mrs. J. E. Bing- ham and child	Mr. A. R. Luckie
Mr. R. J. Birkbeck	Mr. T. S. Macdonald
Mr. S. B. Blythe	Mr. D. Macdonald
Mr. B. Blythe	Mr. C. H. Mackay
Mr. B. Blythe	Mr. O. Marriott
Mr. W. S. Blythe	Mr. & Mrs. E. Meikle
Mr. B. K. Blair	Mr. P. N. Morison
Mr. & Mrs. R. Boggan and infant	Mr. W. G. Miller
Mr. E. A. Bonner	Mr. F. L. Miller
Mr. R. W. Borthwick	Mr. J. L. Moody
Mr. V. R. Bowden	Mr. & Mrs. E. M. Moon
Mr. F. G. Brighton	Dr. W. B. A. Moore
Mr. L. Broughall	Mr. J. H. Moore
Mr. & Mrs. W. C. Bunner	Mr. Morrison
Mr. W. L. Carter	Mr. E. H. Murray
Mr. D. Chambers	Mr. C. C. Nichol
Mr. & Mrs. H. K. Chambers	Mr. & Mrs. P. N. Le Pan
Mr. J. P. Clark	Mr. W. Parfitt
Mr. A. E. Clark	Mr. E. Offord Patey
Mr. & Mrs. H. I. Clark	Mr. J. P. Patey

POST OFFICE NOTICES.

Monday the 12th instant, being White Monday, the Post Office will be open for one hour only from 8 to 9 a.m.

All outgoing mails will be closed at 9 a.m.

The Money Order Office will be entirely closed.

The French mail of the 12th May left Saigon on Saturday, the 10th inst., at 11 a.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 5th April.

The *Empress of India*, with the Canadian mail, left Shanghai on Sunday, the 11th June, at 1 a.m., and may be expected here to-day, at about 11 a.m.

The *Coptic*, with the American mail left Manila on Monday morning, the 12th instant, and may be expected here to-morrow, at about noon.

Mails for CANTON, SAMSHUI and WUCHOW will be closed on week day at 7.30 every morning. On Sunday the mail for Wuchow will be closed at 8 a.m.

A mail for MACAO per *S. S. Wanchow* will be closed every week day at 5 p.m.

Mails for NANTAO, SAMSHUI, KONGMOON, KUMCHUK, SAMSHUI, WUCHOW and MACAO will be closed every week day at 5 p.m. On Sundays the mails will be closed at 9 a.m.

*CANTON will be closed every Saturday evening, unless previously notified.

*No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR	PER	DATE
Hai Phong	Hongkong	Monday, 12th, 9.00 A.M.
Swatow, Amoy and Foochow	Hongkong	Monday, 12th, 9.00 A.M.
Amoy, SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Korea	Tuesday, 13th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)		
EUROPE, &c., India via Tutuorin	Palmyra	Tuesday, 13th, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Manila, Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	Hongkong	Tuesday, 13th, 3.00 P.M.
Manila		Tuesday, 13th, 3.00 P.M.
Kongmoon, Kumchuk, Shihing and Takling		Tuesday, 13th, 3.00 P.M.
Shanghai, Hongkong, 15th, 3.00 P.M.		
Manila		Tuesday, 13th, 3.00 P.M.
Kongmoon, Kumchuk, Shihing and Takling		Tuesday, 13th, 3.00 P.M.
Manila		Tuesday, 13th, 3.00 P.M.
EUROPE, &c., India via Tutuorin		Tuesday, 13th, 3.00 P.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel mail will close punctually at 8 p.m. on Friday, the 10th inst. and on Saturday, the 11th inst.		
Shanghai, Nagasaki, Kobe, Yokohama and Seattle		Tuesday, 13th, 3.00 P.M.
Swatow, Weihaiwei, Chefoo and Tientsin		Tuesday, 13th, 3.00 P.M.
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)		Tuesday, 13th, 3.00 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)		
EUROPE, &c., India via Tutuorin		Tuesday, 13th, 3.00 P.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Cebu and Iloilo		Tuesday, 13th, 3.00 P.M.
Manila		Tuesday, 13th, 3.00 P.M.
Friedrich Wilhelmshafen, Herberstobbe, Matupi, Sydney and Melbourne		Tuesday, 13th, 3.00 P.M.
EUROPE, &c., India via Tutuorin		Tuesday, 13th, 3.00 P.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		

TO-MORROW.

Sale, Leasehold Property, Sales Rooms, Messrs. Hughes & Hough, 5 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	10th June
Telegraphic Transfer	1.101
Bank Bills, on demand	1.102
Bank Bills, at 30 days sight	1.102
Bank Bills, at 60 days sight	1.102
Credit, at 4 months sight	1.102
Documentary Bills, 4 months sight	1.102
ON PARIS.	10th June
Bank Bills, on demand	236
Credit, at 4 months sight	236
ON GERMANY.	10th June
On demand	1.024
ON NEW YORK.	10th June
Bank Bills, on demand	451
Credit, at 60 days sight	451
ON BOMBAY.	10th June
Telegraphic Transfer	1.401
Bank, on demand	1.401
ON CALCUTTA.	10th June
Telegraphic Transfer	1.401
Bank, on demand	1.401
ON SHANGHAI.	10th June
Bank, at sight	71
Private, 60 days sight	72
ON YOKOHAMA.	10th June
On demand	92
ON MANILA.	10th June
On demand	92
ON BATAVIA.	10th June
On demand	1.124
ON HAIKONG.	10th June
On demand	1.124
ON SAIGON.	10th June
On demand	1.124
ON BANGKOK.	10th June
On demand	1.124
SOVEREIGNS, Bank's Buying Rate	10.50
GOLD LEAF, 100 fine, per tael	55.80
BAB SILVER, per oz.	27

OPTUM.

Quotations are—	10th June
Malva New	\$1150 to
Malva Old	\$1200 to
Malva Older	\$1200 to
Malva Y. Old	\$1240 to
Persian fine quality	\$180 to
Persian extra fine	\$1000 to
Patna New	\$1130 to
Patna Old	\$ to
Bonnes Old	\$1100 to
Ramree Old	\$ to

VESSELS EXPECTED.

THE FRENCH MAIL.
The M.M. str. *Occident* left Saigon on the 10th June at 11 a.m. for this port, and is due here to-morrow.

THE CANADIAN MAIL.
The C.P.R. str. *Empress of India* arrived at Shanghai at 6 a.m. on Saturday, the 10th June, and left again at 1 a.m. on Sunday for Hongkong, and is due here at 11 a.m. to-morrow.

THE AMERICAN MAIL.
The O. & O. str. *Coptic* will be despatched from Manila to this port to-day, and is due here about noon on Wednesday, the 14th June.

THE GERMAN MAIL.
The I.G.M. Australian str. *Prinz Waldemar* left Sydney on Saturday at 5 p.m., and may be expected here on Monday, the 13th June.

The I.G.M. str. *Sachsen* left Colombo on the 10th inst., p.m., and may be expected on the 21st June.

MERCHANT STEAMERS.
The Ben Line str. *Benart* from Antwerp and London, left Singapore on the 6th June, and is due here to-day.

The str. *Rubi* left Manila on Saturday, the 10th June, and is due here to-day at 5 p.m.

The O.S.S. & C.M. str. *Forster* left Hongkong on the 8th June, p.m., and is due here on the 14th June.

The Barber Line str. *Shimosa* arrived at Manila on the 8th June for this port.

The Indo-China str. *Suzanne* left Calcutta for this port via the Straits on the 4th June, and may be expected here on the 20th June.

The P. & A. str. *Nicomedia* left Portland on the 24th May, and is due here on the 26th June.

The C.P.R. str. *Torstar* left Vancouver on Monday, the 29th May, p.m., for Hongkong via the usual ports of call.

The P. & A. str. *Nunantia* left Portland on the 5th June, and is due here on the 6th July.

The str. *Satsuma* sailed from New York on the 5th June.

STEAMERS PASSED THE CANAL.
May 23rd—*Aletris, Ecclesia, Bechuan, 26th*
—*Ajaz, Formosa, 30th—Kaiso, Khalif, Sachse, Norden, Theodor Wille, Auchenbach, Picquet, Jeloneus, June 2nd—Apennin, Finthick, Jomeneus, Alesia, Schuyk, Tourane, Afghan, 6th—Frensch, Trave, Denighaire, 8th—Aradix, Drunba, Glenlogan, Japan, Fenkewer, Stentor, Newby Hall.*

ARRIVALS AT HOME.
June 8th—*Ceylon, 9th—Silesia (German).*

PASSENGERS.
ARRIVED.
Per Hongkong, from Haiphong, &c., Mr. Bert and nephew.
Per Yachin, from Shanghai, Messrs. Wright, Fosse, Lepage and Heine.

"THE EAST OF ASIA."
(Published Quarterly.)

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Profusely Illustrated, descriptive of the people, Customs, &c. of the Far East.
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JOINT STOCK SHARES.

Hongkong, 10th June.

COMPANY. PAID UP. QUOTATIONS.

Alhambra \$200 \$100.

Banks—

Hongkong & Shanghai \$125 \$80, sellers

National B. of China \$25 \$37, buyers

Bank of Communications \$125 \$37, buyers

China Light & P. Co. \$10 \$9, buyers

China Provident \$10 \$8.75, sales & sel.

Cotton Mills—

Brook \$10 \$16, sellers

International \$10 \$16, buyers

Laon Kung Mow \$10 \$16, buyers

Soychew \$10 \$18, sellers

Dairy Farm \$10 \$17, sellers

Docks and Wharves—

Fairbank, B. & Co. \$100 \$161, buyers

H. & K. Wharf & G. \$50 \$103, sellers

H. & W. Dock \$50 \$209, sellers

New Ancey Dock \$50 \$19, sellers

Shui & H. Wharf \$100 \$190

Feenick & Co. Geo. \$25 \$33

G. Island Cement \$10 \$161, sales & sel.

Hongkong & C. Gas \$10 \$160, buyers

Hongkong Electric \$10 \$172

Do. New \$10 \$111, sales

H. H. L. Tramways \$100 \$219, buyers

Hongkong Hotel Co. \$50 \$145, sellers

Hongkong Ice Co. \$50 \$242

Hongkong Rope Co. \$50 \$152

H'kong S. Waterboat \$10 \$17, or div. sel.

Insurances—

Canton \$50 \$325, sales & sel.

China Fire \$50 \$37, sales

China Traders \$50 \$34, sales & sel.

Hongkong Fire \$50 \$300, sales

North China \$50 \$18, sel.

Union \$100 \$695, sellers

Yangtze \$50 \$160

Land and Building—

Hongkong Landl. \$100 \$121, sellers

Humphrey's Estate \$10 \$13, sellers

Do. New \$10 \$40, sellers

Kowloon Land & B. \$10 \$12, buyers

Shanghai Land \$10 \$55, sellers

West Point Building \$50 \$55, sellers

Mining—

Charbonnages \$250 \$490

Rauha \$10 \$31, sellers

Philippine Co. \$10 \$31, sellers

Refineries—

China Sugar \$100 \$218, sellers

Luzon Sugar \$100 \$33, sales

Steamship Companies—

China and Japan \$25 \$211, sellers

Douglas Steamship \$50 \$21, buyers

H. Canton & M. \$15 \$27, sales

Indo-China S.N. Co. \$10 \$104, sellers

Shell Transport Co. \$10 \$23, sel.

Do. Preference \$10 \$45, sel.

Star Ferry \$10 \$35

Do. New \$10 \$27

Shanghai & S. Post \$25 \$23, sellers

South China B. Post \$5 \$8

Steam Laundry Co. \$5 \$8

Do. \$5 \$7.5

Stores & Dispensaries—

Campbell, M. & Co. \$10 \$36

Fowell & Co. Wm. \$10 \$113, sellers

Watkins \$10 \$3, sellers

Watson & Co. A. S. \$10 \$12.75, sellers

United Asbestos \$10 \$34

Do. Founders \$10 \$180

VERNON & SMITH, Brokers.

HONGKONG TIME TABLE.

From 12th to the 18th June.

To correct Zone Time add 23 min. and 18 sec.

High Water. Low Water.

Mean Time. Height. Mean Time. Height.

Mon 12 m. 5.3 h. 6.8 m. 11.3 h. 3.2 m.

Tues 13 m. 4.5 h. 5.9 m. 10.4 h. 2.5 m.

Wed 14 m. 3.7 h. 5.1 m. 9.6 h. 1.8 m.

Thurs 15 m. 2.9 h. 4.3 m. 8.8 h. 1.1 m.

Fri 16 m. 2.1 h. 3.5 m. 8.0 h. 0.4 m.

Sat 17 m. 1.3 h. 2.7 m. 7.2 h. -0.3 m.

Sun 18 m. 0.5 h. 1.9 m. 6.4 h. -1.0 m.

Mon 19 m. 11.55 h. 4.4 m. 5.55 h. -1.7 m.

Tues 20 m. 10.45 h. 3.3 m. 4.45 h. -2.4 m.

Wed 21 m. 9.35 h. 2.2 m. 3.35 h. -3.1 m.

Thurs 22 m. 8.25 h. 1.1 m. 2.25 h. -3.8 m.

Fri 23 m. 7.15 h. 0.0 m. 1.15 h. -4.5 m.

Sat 24 m. 6.05 h. -1.1 m. 0.05 h. -5.2 m.

Sun 25 m. 4.55 h. -2.2 m. -1.05 h. -5.9 m.

Mon 26 m. 3.45 h. -3.3 m. -2.15 h. -6.6 m.

Tues 27 m. 2.35 h. -4.4 m. -3.25 h. -7.3 m.

Wed 28 m. 1.25 h. -5.5 m. -4.35 h. -8.0 m.

Thurs 29 m. 0.15 h. -6.6 m. -5.45 h. -8.7 m.

Fri 30 m. -0.95 h. -7.7 m. -6.55 h. -9.4 m.

Sat 1 h. -2.05 h. -8.8 m. -7.65 h. -10.1 m.

Sun 2 h. -3.15 h. -9.9 m. -8.75 h. -10.8 m.

Mon 3 h. -4.25 h. -11.0 m. -9.85 h. -11.5 m.

Tues 4 h. -5.35 h. -12.1 m. -10.95 h. -12.2 m.

Wed 5 h. -6.45 h. -13.2 m. -12.05 h. -12.9 m.

Thurs 6 h. -7.55 h. -14.3 m. -13.15 h. -13.6 m.

Fri 7 h. -8.65 h. -15.4 m. -14.25 h. -14.3 m.

Sat 8 h. -9.75 h. -16.5 m. -15.35 h. -15.0 m.

Sun 9 h. -10.85 h. -17.6 m. -16.45 h. -14.7 m.

Mon 10 h. -11.95 h. -18.7 m. -17.55 h. -14.4 m.

Tues 11 h. -13.05 h. -19.8 m. -18.65 h. -14.1 m.

Wed 12 h. -14.15 h. -20.9 m. -19.75 h. -13.8 m.

Thurs 13 h. -15.25 h. -22.0 m. -20.85 h. -13.5 m.

Fri 14 h. -16.35 h. -23.1 m. -21.95 h. -13.2 m.

Sat 15 h. -17.45 h. -24.2 m. -23.05 h. -12.9 m.

Sun 16 h. -18.55 h. -25.3 m. -24.15 h. -12.6 m.

Mon 17 h. -19.65 h. -26.4 m. -25.25 h. -12.3 m.

Tues 18 h. -20.75 h. -27.5 m. -26.35 h. -12.0 m.

Wed 19 h. -21.85 h. -28.6 m. -27.45 h. -11.7 m.

Thurs 20 h. -22.95 h. -29.7 m. -28.55 h. -11.4 m.

Fri 21 h. -24.05 h. -30.8 m. -29.65 h. -11.1 m.

Sat 22 h. -25.15 h. -31.9 m. -30.75 h. -10.8 m.

Sun 23 h. -26.25 h. -33.0 m. -31.85 h. -10.5 m.

Mon 24 h. -27.35 h. -34.1 m. -32.95 h. -10.2 m.

Tues 25 h. -28.45 h. -35.2 m. -34.05 h. -9.9 m.

Wed 26 h. -29.55 h. -36.3 m. -35.15 h. -9.6 m.

Thurs 27 h. -30.65 h. -37.4 m. -36.25 h. -9.3 m.

Fri 28 h. -31.75 h. -38.5 m. -37.35 h. -9.0 m.

Sat 29 h. -32.85 h. -39.6 m. -38.45 h. -8.7 m.